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**NRO REVIEW COMPLETED** 

SC No 02568/62 DATE 20 February 1962

Copy No.

THIS DOCUMENT CONTAINS INFORMATION PERTAINING TO

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PROJECT IDEALIST: HANDLE VIA CONTROL SYSTEM.

#### THIS DOCUMENT CONTAINS CODE WORD MATERIAL

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25X1A9A
2/20/62/ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
25X1A9A Yes, I recognize it but I haven't semn it for
two years.
25X1A9A  Can you tell us in connection with the ejection
equipment what the procedure would be where the equipment is?
25X1A9A  I don't believe this shows the ejection equipment.
This is the destruction but the ejection isn't shown. There was a cable
25X1A9A The seat would go back in here.
25X1A9A  Yes. This would be the stick; this would be
the rudder with the right foot here and the left foot there.
25X1A9A  And what would activate the ejection equipment?
There were two handles on either side and to the
best of my knowledge right now the left handle, as you pushed it up, would
lock your shoulder harness. That is the harness that comes with the safety
belt.
25X1A9A  How would that harness fasten you to the seat
itself?
25X1A9A It goes in behind you and of course with it unlocked
you can move forward or backward or you can adjust the straps. It depends on
the size of the individual.
25X1A9A  How much leeway do you have when you
25X1A9A You have enough in order to allow you to reach
all of the necessary switches and so forth which was in the cockpit.

HANDLE VIA JOINT COMINT CONTROL CHANNEL

TOP SECRET

NRO

25X1

<u>25X1A</u> 9A
2/20/62/Vkh/54
25X1A9A  But when you pulled that ring
25X1A9A No, sir, this is not a ring. This is a handle.
In other words, before you bail out or anything you pull this up and this
locks this and puts you back. 25X1A9A
Then you are pretty well immobilized.
: It depends on how tight you have the shoulder
harness.
The right handle pulls up and releases the canopy. Now
in this particular aircraft there was a handle here you had to pull up and as
you pulled it up this ejected the seat.
25X1A9A Is that in between your knees?
Yes, sir.
And that handle would come off with you?
No, it wouldn't necessarily come off with you.
It could come off. I don't think this makes any difference whether it does or
not. 25X1A9A
I wonder how you would avoid it.
You pull it up a pretty good ways and this sets
the charge off and this goes up. At the same time this stick here the control
is locked in place so it takes care of your knees.
25X1A9A  But how far back can that stick come? Can you give
an indication? Is it in a forward position now?

TOP SECRET

HANDLE VIA JOINT COMINT

IDEALIST

CONTROL CHANNEL

NRO 25X1

25X1A9A 2/20/62/[
25X1A9A It doesn't come too far back, however, if you
are flying it manually you can, in order to land, bring it back so the nose
goes up and it comes back pretty far. There would be no restriction. It's
just like the steering wheel on the automobile. As we get a little older
and fatter this wheel might touch our stomach but you would go back so there
would be no restriction. The larger the man is the less he would have back
here but it would not restrict his use of the control mechanism.
Colonel, if the pilot is going to bail out
how many movements does he make in order to eject himself?  25X1A9A  Well, normally I would say he would make one,
two - in this particular case the first thing he would do is hit the destruct
This means that within some minutes or seconds whatever this thing is wired
to would destruct certain portions of this airplane.
25X1A9A  That has nothing to do with his ejection.
No, sir.
25X1A9A : If he is going to bail out the first thing he
is supposed to do if he wants to destroy the plane
Not necessarily the plane but some part of it.
: Then on the U-2 what were the instructions to
the pilot in respect to destroying the plane if they got into difficulty.
25X1A9A : To the best of my knowledge all pilots were
instructed to use the destruct switch which would then destroy certain

NRO 25X1

HANDLE VIA JOINT COMINT CONTROL CHANNEL

classified equipment aboard that aircraft.

25X1A9A 2/20/62//kh/56	
25X1A9A  Can you tell me, was Powers instructed?	
Yes, he was.	
25X1A9A Did you instruct him, Colonel?	
Well all pilots at certain meetings this is gone	
over and all are instructed in such. I can't say that I definitely pulled	
him aside and instructed him as an individual but in this group this was	
discussed.	
25X1A9A  Were there any dry runs?	
In other words, I will say this was the unit policy.	
Were there any dry runs on the instructions for	
bil out?	
25X1A9A  Yes, with the charges disconnected.	
Can you describe those? How did the pilots themselves	
take part?	
As I stated before, at certain of these meetings	
and at certain times the pilots would go out and with the charges disconnected	
would go through certain of these motions. This is the only way that you have	
in keeping current because these are the things you don't do day in and day	
out when you fly.	
25X1A9A Colonel, he is supposed to pull this destruct	
handle, or whatever and then he moves to his own personal ejectment.	
25X1A9A Normally, yes.	
: And he does that with two or three movements.	
HANDLE VIA JOINT COMINT CONTROL CHANNEL	

NRO 25X1

25X1A9A 2/20/62/ Vth/57	
es, sir.	
: Now one of those movements that you illustrated	
was to pull some kind of a thing back.	
25X1A9A Full it up.	
: Does that pull him back in his seat?	
As you pull this thing up - it is not designed to	
put him back in the seat. Normally he would try to get back into the seat	
as much as possible so that it would not injure him. You pull this up	
and this would fire. In other aircraft this firing mechanism on the handle	•
is in the form of a trigger.	
<u>25X1A9A</u>	
That firing, is that an actual explosion?	
25X1A9A This is a charge that fires the seat out of the	
airplane. This is normal in all jet aircraft.	
25X1A9A That is an explosive charge it isn't a	
catapult mechanism.	
25X1A9A	
No, sir, it is an explosive charge, and as a	
precaution against this thing going off on the ground we have safety pins.	
This is a wire or a pin with a red streamer on it and you put it in certain	
holes within these mechanisms so that you cannot inadvertently jettison the	
canopy and seat while you are on the ground, although there have been pilots	
who did this and they didn't live to tell the tale.  25X1A9A	
Suppose he pulled the destract switch and put	
that in motion and then the eject mechanism wouldn't work? There is no way	
for him to get out.	
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HANDLE VIA JOINT COMINT CONTROL CHANNEL	25X1

25X1A9A 2/20/62 <mark>/</mark>
057/4404
25X1A9A Yes, he can manually get out.
: How would you do that?
He would open the canopy and physically crawl
over the side and bail out.
25X1A9A There still would be time before the destruct
mechanism went off?
25X1A9A I would say so, yes.
25X1A9A Have you any idea how long it takes for the destruct
mechanism to work?
25X1A9A  Being two years off I can't tell you right off.
This has been sent back to headquarters here as to what these planes were set
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at. The pilots were made aware of this time.
25X1A9A  It is seventy seconds on this airplane. I think anywhere
from fifty to seventy seconds and Mr. Powers testified himself seventy seconds
and this is marked on the destructor itself.
25X1A9A From the time the button is pushed until there is
an explosion - would this necessarily explode the plane?
25X1A9A Not necessarily.
100 1000 1000
: In other words, if the pilot was still in the
cockpit when it exploded would this injure him?
25X1A9A I would say that 1t would but I wouldn't know
for sure. I would say this: if I pushed this and if I couldn't get out
automatically I would be getting out manually because the equipment that he
was destructing was right behind and below him and I assume any explosion
HANDLE VIA JOINT COMINT CONTROL CHANNEL

TOP SECRET

NRO 25X1

	25X1A9A
2/20/62/	

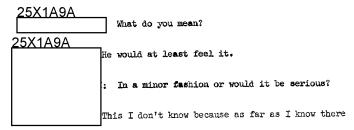
that could go off in an aircraft or a car could injure the driver.

25X1A9A Could you give us some idea as to this explosion.

If he did actually press the button would there be a sound or would there be any way of knowing if the mechanism did work?

25X1A9A I can't say for sure but I's say to the best of

my knowledge I feel that if this explosion went off and the pilot was in the cockpit he would know it.



has been no test run as to how much damage this would do. I don't know whether it would be enough of an explosion to kill a man or not.

25X1A9A

I presume you don't know from your own knowledge the amount or types of explosive which are involved in these charges.

As I say it has been two years and I would need

The first thing that happened to the pilot

to review technical publications in order to find this out.

was that the plane went into a down speed and threw him up against the front as far forward as his seat belt would let him go up against the instrument panel and the plane was falling. Where would be this destruct switch? Of course, physically it would be in the same place, but I mean in connection with him. If he is sitting normally in his seat I understand the destruct switch is very much handy.

HANDLE VIA JOINT COMINT CONTROL CHANNEL

NRO 25X1

2/20/62/Vkh/60
25X1A9A  It is up to the right.
: If the plane was falling and he was thrown all
the way forward and the plane continued to fall and he was up against the
instrument panel where would the destruct button be? Would he have to
turn back to 1t?
25X1A9A  I would think that he would but I couldn't say.  It appears from his description he was in an
It appears from his description he was in an
inverted spin. How would this throw him in the cockpit?
25X1A9A If you are in an inverted spin it means you
have G-forces and you have difficulty in moving. Anytime you have G-forces
you have difficulty in moving arms, legs or anywhere else.
25X1A9A  That is what I want you to tell me. Assume
the man is going into an inverted spin. He was thrown forward. He says
he couldn't get himself back in his seat.
25X1A9A  If he is in an inverted spin he will have G-forces
against him and as a result of this he will have difficulty in moving his
arms and legs and so forth.  25X1A9A
25X1A9A  He would have difficulty in reaching the
destruct switch?
25X1A9A  He would have difficulty in reaching anything.
He would have difficulty in moving his arms, depending on the amount of
G-forces.

NRO 25X1

HANDLE VIA JOINT COMINT CONTROL CHANNEL

25X1A9A 2/20/62/Vkh/61
25X1A9A Could he manually take off the canopy
in a situation of that sort?  25X1A9A  If he is in an inverted spin? There again
it depends on the G-forces and again on the determination of the individual.  25X1A9A  Let me ask this: do you think if he could reach
the canopy he could reach the destruct button?
25X1A9A I don't believe that I could answer that.
The only way I could answer that if it was me and I was in an inverted spin
my first reaction would be to get out of an inverted spin, depending on the
amount of altitude that I had. Now the next thing that I would be thinking of
is there is an altitude whereby I had better start getting out of this thing
or I won't get out and at that point is when I would start automatically
with the ejection. If this didn't work then I would have to do it manually.  25X1A9A  I am going to ask you whether what he said
happened was a reasonable reaction, and this is when the plane started
spinning: "I immediately said 'OK, I've got to get out' - reached up to arm
the destructor and then I thought, no, I'd better see if I can use this
ejection seat, so I started squirming around trying to force myself back
against these G-forces - the G-forces, by the way, were throwing me in -
not directly toward the nose of the airplane but forward and toward the
canopy rail almost in a line from the seat directly above the instrument
panel. And I have no way of knowing how many G's, but there were several -

NRO 25X1

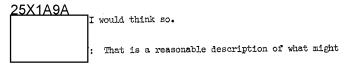
HANDLE VIA JOINT COMINT CONTROL CHANNEL

I couldn't force myself with hands and feet back to my seat and I always

2	25X1A9A
2/20/62	/kh/62

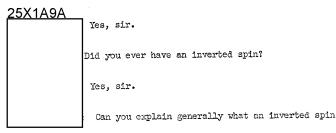
kept my seat belt fairly tight, but it had given enough or it wasn't tight enough so that I was too far forward to use the ejection seat - it was impossible, or I felt that both of my legs would come off - it would hit the canopy."

Is that reasonable?



very well have been his situation.

25X1A9A



Normally in a spin you go up and over to the

is?

left, and in an inverted spin you are over to the right on your back and going around. That is probably the reason he was thrown to the right and a little bit forward because he was on his back and by being on his back this probably put more weight on his safety belt and his shoulder harness. It could be that he did not have his shoulder harness locked at that time, and them would be no reason for him to do it, flying at that altitude he was flying at because

25X1A9A	You wouldn't do that in normal flight?	
	You do this normally when you come in to	land

HANDLE VIA JOINT COMINT	CONTROL	CHANNE
MANDEL TIMESON TO COMMENT	• • • • • • • • • • • • • • • • • • •	

he had to get to certain switches and he would be restricted.

NRO 25X1

25X1A9A 2/20/62/
or where there is an occasion where you have time when you feel you are going
to have an accident or crash.  25X1A9A  And particularly not if you are in manual control:  No, at the normal altitude he was flying there
would be no reason for him to have his shoulder harness locked because he
would want to be in a position that would not restrict him to reach any
switches he would want to release.  25X1A9A  I want to read a little more. "I kept trying
to get back in that seat so that I could get prepared to hit the destructor
and get out, and this thing was falling and I kept glancing at the altimeter
and came on down and the last time I looked at the altimeter it was 34,000
feet "  25X1A9A  Where is the altimeter?
then pointed to the left side of
the cockpit instrument panel in the photograph
25X1A9A
in that area, and it was unwinding pretty fast and I am sure there was a
big lag and I figured I was a little lower. Then I remembered something that

HANDLE VIA JOINT COMINT CONTROL CHANNEL

said that he couldn't get his canopy off and he told himself to - talking to

himself, he said 'Bob, you've got to stop and think", and he said - he had

25X1A9A had told me that - he had had a crash in this airplane, and he

NRO 25X1

25X1A9A 2/20/62/\_\_\_\_\_\_/kh/64

to my mind, but I remembered him saying that, and I told myself the same thing.

'Stop, think', and it suddenly came to me that I could open the canopy and climb out, and that's the - this was the last time I looked at the altimeter at 34,000 feet or lower, right in that area there the altimeter said 34,000, give or take a few hundred. So, I stopped and thought that I could possibly climb out. I reached up and got both the emergency and normal canopy release handles, pulled them back, the normal side released first and it flew open and fell on off very nicely, and I immediately opened my seat belt, and the G-forces raised me up in a sort of a standing position and I got out."

I can't discredit that at all.

: That sounds like a reasonable description of

what happened to him?

<u> 25X1A9A</u>

That is a real emergency if you are inverted in a spin coming down. He's probably real lucky that he could see the altimeter and that he was at 34,000 feet. He might have been lower. You are on your back in a spin and you have G-forces. If he panics he's had it. He has no chance at all so he has to have a cool head in order to keep his senses enough to see certain things.

25X1A9A

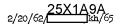
If a pilot under those circumstances did what he said he did here in that sequence, does that sound like he panicked.

25X1A9A

It appears to me he thought about the normal

HANDLE VIA JOINT COMINT CONTROL CHANNEL

NRO 25X1



procedure that he went through and tried to get to the ejection system and as he says he couldn't for a number of reasons, but then he had sense enough about him to remember things that had been taught to him and had been discussed and he continued forward -- he didn't give up. This is not a man that panics or gives up. This guy isn't giving up.

As a Commanding Officer, would you consider that this pilot under these circumstances in this spin and so on was subject to criticism for not seeking it out to pull the destruct switch before he tried to get out?

well, sir, this is a very hard question to answer.

: Let me put it this way -- Were your pilots

instructed that no matter what, under any circumstances, the first thing they were to do was to destroy the plane?

25X1A9A Well I would say a pilot was instructed to destroy

the plane wherever possible.

25X1A9A
They were not instructed.

25X1A9A
They were instructed to destroy the confidential

equipment or the classified equipment aboard that airplane when possible.

25X1A9A It is my recollection he said when he loosened

his seat belt he was thrown half out of the cockpit and against the panel but he had to drag himself out.

25X1A9A No.

25X1A9A We will have to go into that, but there is a

HANDLE VIA JOINT COMINT

NRO 25X1

25X1A9A 2/20/62,/kh/66	
handle on the inside of the canopy to open the canopy.	
25X1A9A Yes. It is the normal canopy that you have.	
Not always will this canopy come off when you unlock it because sometimes	
the air pressure itself will held the canopy on.	
25X1A9A I think the succeeding part of this	
interrogation answers the question that raised and makes it	25X1
clear to me that Powers had opened the canopy and then tried to get	
back in to press the destructor button and found it impossible to move.	
e still had the G-forces on him.	
e still had the G-forces on him.  : I think, with your permission,	25X1
Tape number one, page 39	
25X1A9A From there on he describes the whole procedure	
that he went through.	
25X1A9A Would you read from there on from about the	
third line on that page to	,
About five pages.  : including 43 and then tell us whether	
: including 43 and then tell us whether	
in your opinion as an experienced commanding officer the procedure that this	
man followed under these circumstances would be considered reasonable.	
25X1A9A  May I add if he sees any discrepancies	
If there are any conflicts in the story.	
25X1A9A then read to himself pages 39 through	
43 from Tape #1, dated 13 February 1962, "Debriefing of Francis Gary	
Powerd'	•
	NRO
HANDLE VIA JOINT COMINT CONTROL CHANNEL	25X1
TOD SECDET	

IDEALIST

25X1A9A 2/20/62/
25X1A9A I might comment here to remember this pilot
has quite a flying suit on which in itself restricts a pilots movements. Even
if you had this suit on sitting in this chair here you would have a little
difficulty getting up and down without any G-forces on you. So when you
have G-forces this in itself adds to the difficulty, you see. Have you seen
a suit of this type with a man in it?
25X1A9A We had it in the movies.
: The suit was inflated too. Even if you were
standing right here or sitting in this chair you would have difficulty.
I just wanted to remark aboutthat.
25X1A9A What is the effect of G-forces on his body while
he is in an inverted spin?
25X1A9A  This is in addition to the G-forces. We shouldn't
lose sight of the fact that this individual had a partial pressure suit on
which in itself restricts movement and then with G-forces on him too he is
additionally restricted.
25X1A9A  The G-forces would have a pull on him.
and described would have a possible on training
Quite often if you get enough G's you have real
difficulty in raising your hand an inch. For instance, apparently he
wasn't blacked out because of the pressure suit but I have blacked out in
the early days and in blacking out you black out because of the G-forces
and as the G-forces pull the blood leaves your head and as a result you
can't see anything but you know what is going on. You have difficulty

NRO 25X1

HANDLE VIA JOINT COMINT CONTROL CHANNEL

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## IDEALIST TOP SECRET

**25X1A9A** 2/20/62/\_\_\_\_\_h/68

making any movement. Once these G-forces ease off the blood comes back to your head to a degree so you can see and start moving. I wanted to bring this point out before I got any further. Maybe this hadn't been considered. This individual has a suit on which in itself is restrictive. If you could put one of these things on and with a parachute on you would have a problem of just moving right in that seat there.

Is this proper just to comment as I go along? For instance, the normal method of ejection is to have feet flat and close in to your seat and back as far as you can. In other words as you go out you get a certain amount of G-forces. You may get as many as 12, or 15, or 16. This is momentarily.

25X1A9A

From the force of the explosion?

Yes. So from this position the best method is

to be back in your seat as much as you can with your legs back and then this is where you would receive the least amount of injury and even with this method there have been pilots that had an injury of the spine as this thing came up -- the seat hits the spine and injures the spine. With this individual inverted and as he says he is out of his seat so I can see there where he would have some concern maybe in using the ejection seat. Even if he could eject it the seat might half way hit him and push him into the instrument panel or sever his head or his legs. I can see from reading this this could be a concern. This indicates to me here's an individual that is thinking and he is thinking under extremely unusual circumstances. He isn't panicked one bit. If he had

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HANDLE VIA JOINT COMINT	CONTROL	CHANNEL

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**25X1A9A** 2/20/62/\_\_\_\_\_Ykh/69

he never would have considered this. For instance, where you are sitting now if you were momentarily ejected up you probably wouldn't have any trouble clearing that desk at all but if you were leaning forward and that seat was suddenly ejected up you could damage your knees or legs or any number of other parts of your body.

Well, he said the same thing I did. He looked at this altimeter to the best of his ability and saw 34,000 feet but figured it was a little lower than that and he is thinking in the right direction.

If he was thinking, "Well, it says 34,000, but it's probably 40,000" he is getting into more trouble but he is looking and giving himself a little bit more of a safety factor here. This is good.

Well, this is another good point maybe we should consider. This individual has a face plate on too. He is not looking normally like you and I are. He has a suit on and he has a face plate on and this thing can fog up like your glasses. If your glasses got fogged up right now you would have a very hard time seeing me or anyone else and this face plate that he has on with this helmet and suit could fog up and when this happens

you are in real trouble.

25X1A9A

What might cause it to fog up? Is that after
the canopy was off?

25X1A9A

You see this thing at that altitude has to
be heated in order to keep it from collecting moisture.

25X1A9A

Does he say "after the caopy was off"?

HANDLE VIA JOINT COMINT CONTROL CHANNEL

NRO 25X1

<b>25X1A9A</b> 2/20/62/*kb/70
25X1A9A Yes.
What page is that on?
Forty-three. See this was when he was trying to
get back in the cockpit. 25X1A9A
The sudden lowering of pressure and the cooling off.
Yes. See you would normally have face plate heat.
You need that in a normal altitude because it would fog up because you are
breathing.
There was heat in the face plate. Were there little
wires?
Yes.
So when he was flying normally at 70,000 feet there was heat to keep it from fogging up. Was the cabin pressurized?
25X1A9A  Yes it would have to be pressurized. Now once it
was depressurized then the suit took over which inflated and this really
restricts you. You have trouble bending your arm. I would suggest if
you have never seen one of these if you had never seen someone dressed
like this and inflated I think it would be an education because he is quite
a bit restricted.
25X1A9A Colonel, with the canopy going off, lack of
pressurization would cause the suit to automatically inflate.
25X1A9A  This is true. This is for his protection.
What I want to bring out is in addition to everything else he has got he
has a face plate that is fogged up and he can't see through. Even if it
HANDLE VIA JOINT COMINT CONTROL CHANNEL

TOP SECRET

NRO 25X1

	<u> 25X1/</u>	49A
2/20/62/		/kh/71

wasn't he couldn't do a lot of seeing, but at least when he is reaching for things, you see, this makes it a little difficult. It's like a blind man the. first time he becomes blind. Of course, there was in the aircraft an emergency face plate heater and, of course, as he brought out too, the possibility that this could have pulled loose when he was to pull out. There is the normal face plate heat and the emergency face plate heat. In other words, in normal flight if the regular face plate heat went out, or there is something wrong with it, you would use this emergency type face plate heat that you could get if you open the canopy. It's very possible that this could have pulled loose at the time as he stated here, although these are supposed to be hooked in but under those circumstances there is a large amount of pressure at force placed on a lot of things over and above what there would be normally.

Now I will call your attention to a question

after your having read the description of the action he took. In your opinion, as an experienced commanding Air Officer, was what this man did under these circumstances - the circumstances in which he found himself - reasonable?

25X1A9A
Yes, I think so. I think maybe in many cases lots of pilots wouldn't have done as well as this pilot did. A lot of them might have never gotten out of the airplane.

I want to call your attention to one other thing -- this Operations Policy Letter No. 6. As I understand this from the opening it says here that the purpose of this policy letter is to furnish guidance to detachment commanders on the classified information which may

HANDLE VIA JOINT COMINT	CONTROL	CHANNE

NRO 25X1

	25X1A9A /kh/72
2/20/62/	/kh/72

25X1

be furnished to Project pilots concerning their mission, and the briefings
which should be given to Project pilots on procedure and conduct to be adhered
to in the event they are forced down in hostile terrigory.

Over in paragraph 4, "Conduct and procedures in event of capture. a. If evasion is not feasible and capture appears imminent, pilots should surrender without resistance and adopt a cooperative attitude toward their captors." Now do you understand that to be the policy?

25X1A9A

Yes, sir.

"b. At all times while in the custody of

their captors, pilots will conduct themselves with dignity and maintain a respectful attitude toward their superiors." Do you understand that to be the policy?

25X1A9A

Yes, sir.

: "c. Pilots will be instructed that they are

perfectly free to tell the full truth about their mission with the exception of certain specifications of the aircraft. They will be advised to represent themselves as civilians, to admit previous Air Force affiliation, to admit current CIA employment, and to make no attempt to deny the nature of their mission. They will be instructed, however, to understate moderately the performance of the aircraft in a plausible fashion. It is recommended that stated capabilities should be decreased from actual capabilities by feet altitude and less range. Such briefing should safeguard pilots from extreme treatment by permitting them the greatest possible latitude in

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25X1A9A 2/20/52,kth/73
responding to interrogations." Do you understand that to be part of
the policy and these things I read to you were part of your instructions to
your men? Is that correct?
25X1A9A  This is correct.  : I find nothing in here referring to the poison
: I find nothing in here referring to the poison
needle or its use. Was there anything in any ohter policy letter or in
any briefing that you gave the men that in the event of a capture they should
kill themselves?
25X1A9A That they should kill themselves?
: Yes.
To the best of my knowledge the pilot was never
briefed as such; however this device was
25X1A9A Do you mean briefed on the needle?
25X1A9A  Briefed to kill himself.
: No he was never briefed to kill himself. This
was to be used at his own discretion depending on his own circumstances.
25X1A9A
policy letter seems to be against self destruction by the pilot. I'd like
to get your view on this. It says the pilot should surrender without resistan
and adopt a cooperative attitude which sounds the policy of the letter was

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they were, say unbearable then he had a devise that he could do something

If his treatment by his captors was such that

against self destruction by the pilot.

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	25X1/	49A
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about it. This is my understanding of it. For instance, if I was your captor and I twisted your arm to the point that you felt that rather than go on ahead and suffer that you would rather inflict death upon yourself, then this was your prerogative. It was your understanding that this was the purpose of the needle. Was it any part of your understanding that a pilot not subjected to torture was under an obligation to kill himself merely because he had been shot down in enemy territory?

No, sir, this was not implied or discussed or even thought of to the best of my knowledge by either me or any of the people or pilots or any of the people that worked for me.

Was the carrying of the needle optional or

mandatory?

25X1A9A

It was optional. There were pilots who would

not carry any of those devices.

Had he carried it on previous missions, if youknow?

To the best of my knowledge while I was there he was not on a mission. The missions that he flew were not as sensitive as this

The needle was relatively new at that time.

was not on a mission. The missions that he flew were not as sensitive as this one and as far as I know he did not carry it.

cutmoded and in themselves could be dangerous and in research of this we felt that the mission itself may be in jeopardy and as a result we asked for a more modern type of device that could be used and this was optional to the pilot.

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25X1A9A 2/20/62/
25X1A9A I have just one other short question. I'd
like to ask, reading from that same document, he speaks of the first thing
he saw was a distinctly orange color surrounging him and the clap in back.
nie saw the light through the canopy but it was apparently the sound which
was in the rear of his cockpit. Does that color indicate anything at all
as to the cause of the failure of the mission or anything about it chemically
or otherwise that would indicate a direct hit or an explosive.
25X1A9A General, might I say that this is a matter of
very great concern which has been gone into from several aspects by other
technical groups and I would like to suggest that I don't think this is
the right place.
25X1A9A I thought it might mean something to him. I
suggest we delete that question.
25X1A9A  I would like to revert to a previous question that
you asked the Colonel with respect to standing policy concerning the
destruction of the plane. What was your understanding of the instructions
under which pilots were operating with respect to their duty, if you like,
their obligation to destroy the plane before taking measures to escape.
25X1A9A  Do you mean whether or not they use it, or the
sequence?
25X1A9A Let me revert to the actual record of what happened
He made very considerable effort to push the destructor. This obligation to

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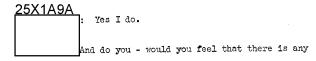
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25X1A9A 2/20/62/\_\_\_\_\_\_kth/76

destroy the plane was very much present in his mind in spite of the emergency. After he had opened the canopy he still made vigorous efforts to reach the destructor and concluded that it was impossible. His precise words were that he realized it was impossible for him to get back into the cockpit and reach the destructor. In your judgment do you feel that this was a reasonable conclusion under the circumstances?



policy which required him to do more than he actually did, assuming his statement is true, at the time his plane was going down?

As I say this policy in the squadron was to hit the destruct switch whenever possible. In other words, knowing that we had classified equipment on board, whenever it was humanly possible that switch should be used. I think this probably was in his mind all the time. As you can see, there were a million and one things that would run through his mind in a matter of fractions of seconds and apparently this one thing continued to run through and he never lost conscious of the fact that he had not used this switch and I say again this stems from training. We all hate to train, but we know that through training when you get into an emergency situation these are the things that pop into your mind first and I feel that this is the reason he continued to try to hit the switch.

25X1A9A You feel he did all he could under the circumstances.

I don't want to press you on this but your judgment has been asked with respect

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25X1A9A 2/20/62/
to these other matters and I would like to get your reaction to this.  25X1A9A  Yes, sir. It is hard to say. He never got to
use the switch. The complete situation you don't know, but here's a man
with this suit on and it is inflated. Even if he were sitting here in a
normal condition he would have a problem in moving . Here he is in an
inverted spin with G-forces on him. He is half out and half in the
cockpit. He really doesn't know what altitude he is at. He is on the verge
of dying and yet through all this he still has this one thing on his mind.
We have to assume that what he is saying here is the truth.  25X1A9A  For the purpose of these answers, we assume
it is.
25X1A9A  I wonder how many men would really do this?
There are some men that would probably destruct without getting out at all.
There are two sides to it.
25X1A9A  You made reference to having classified
material aboard. I assume you mean the camera was classified equipment and
the film was, I suppose, classified equipment. This destruct mechanism
what would that do?
25X1A9A  It would destroy the camera.
: What do you mean "destroy"? Would it burn th
film?
25X1A9A It was an explosive charge that theoretically
would dome on the comers mechanism to the point that it would be impossible t

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identify.

25X1

What was in my mind is would that explosion 25X1 damage the camera equipment to any greater extent that it's fall from feet? 25X1A9A Well, it depends on how it falls. Just a plain straight fall. Normally you would think if an object fell from feet there would be almost nothing left of it and also that it would probably burn. The majority of aircraft that go in there is very little left of it; however there are parts that can be identified and this is one that we find quite often is the reason for the accident. Now with this destruct mechanism, to the best of my knowledge, this then would not make it possible, after a crash, to identify these particular types of equipment. The camera equipment -- not the plane. The camera equipment. That destruct mechanism was so designed that it would more effectively destroy the camera equipment than a fall from that heighth? Yes, sir, otherwise you wouldn't need this type of thing. You would need it if you came down and landed.

Have you had a description of the destruct mechanism?

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	25X1 <i>E</i>	\9A
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25X1A9A It is approximately two and a half pounds of

high explosive located in the U-2 equipment by upper aft, left side and in
the U-2C in the wheel well in a pressure box aft of the equipment bay, primarily
designed to effect the equipment.

. . . The meeting then adjourned at 1705 hours . . . .

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